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CALGARY SKI CLUB ANNUAL 1959

Editor
JOCK OSLER

Advertising Editor
MRS. LORRAINE MILNE

Calgary - Alberta - Canada

NOVEMBER, 1959

WHO'S WHO IN LOCAL SKIING

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Junior Chairman (West. Division):	GARY BLACKBURN	AT 3-3985
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Zone President:	MARCEL FERRARIS	AV 9-3124

INTER-SCHOOL SKI ASSOCIATION—

Peter Wagner	AL 5-4505
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TURNER VALLEY SKI CLUB

Publicity	OZZIE LARUE	CH 4-6620	CH 3-2331
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NEWSPAPERS

Calgary Albertan Ski Editor	PETER COOPER	AV 9-2947
Calgary Herald Ski Editor	BERYL CLARK	

SKI AREAS

Banff Chairlift, Walter Fisher, Mgr.	
Banff Office	PO 2-3328
Mount Norquay	PO 2-3458
Lake Louise Area	
Post Hotel, Temple Lodge, Lake Louise Sedan Lift,	
Mr. J. McDowall	PO 2 2002
Superintendent, Banff National Park	Through Banff
Mt. Norquay Ski Patrol Cabin	PO 2-2362

FOREWORD

This edition — the third — of the Calgary Ski Club Annual is presented in anticipation that the coming season will be the most successful the club has ever experienced.

The aims are high. Introduction of more lessons for members is an ambitious plan; and the perennial membership drive always requires considerable effort. But the executive is keen and if enthusiasm may be taken as a barometer, success is assured. It was this enthusiastic spirit — more, at times, than my own initiative, I'm afraid — that ensured publication of this Annual.

To the members of the executive, then, and to all club members, contributors and moral supporters, I offer my thanks.

JOCK OSLER.

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PRESIDENT'S MESSAGE

MALCOLM CULLEN.

The Calgary Ski Club has already done much to increase enthusiasm for our favorite sport. It has always been the driving force behind many improvements in skiing facilities in our area. We can be justly proud of our record, especially when we note that our efforts benefit not just our own members, but all Calgary area skiers.

There are times when the present conditions make us wonder whether or not we really should encourage greater participation. However, we must remember that our sport, perhaps more than most, requires a large measure of public support along with governmental assistance and encouragement for private enterprise. We are all aware that many wonderful and convenient natural sites are going to waste, and all of our present facilities can be further improved. But can we logically expect intensive developments without first creating a much greater demand?

The need for greater participation and opportunity was recognised by those who went before us, and we in turn must strive to encourage wider interest, even though it causes us temporary inconvenience.

I believe that we can best improve the lot of the skier by enlarging our membership as quickly as we can, by giving all possible encouragement and assistance to young skiers, and by creating more active interest in



club activities from the total membership.

Your council has worked long and hard this past summer, and we hope that you will enjoy some noticeable improvements during the coming season. We could, however, have done much more if even a small percentage of the members had given us their much needed assistance. Similarly, our work would have been better directed if more of you had taken the trouble to attend council meetings to make known your desires.

On behalf of the council, I would urge the members to give us the help we need to properly conduct your affairs. Our council members should logically be chosen from among members of committees who have worked with the council the previous year. If this were done, we would be assured of experienced leadership. Furthermore, if sufficient help was made available to council members, I am sure that our more capable members would be glad to come forward to lead us. I intend to do everything I can this year to promote greater interest from the membership.

CALGARY SKI CLUB CALENDAR 1959-60

OCTOBER, 1959

30 MaSKIrade Capers — Bowness Golf and Country Club.

NOVEMBER, 1959

3 General Meeting — Central High School Auditorium — 8 p.m.

Movies

Talks — Ski Equipment and the importance of ski lessons.

10 Executive Meeting — CSC Club Room — 1113 - 5th Ave. S.W.

15 "Ski Crazy" — Tivoli Theatre, 2 p.m.

24 Executive Meeting — CSC Club Room, 8 p.m.

DECEMBER, 1959

1 CSC Annual Fashion Show and General Meeting — Showing of latest Ski Fashions. and equipment—Jubilee Auditorium (Social Room and Exhibit Area) 8 p.m.

8 Executive Meeting — CSC Club Room, 8 p.m.

22 Executive Meeting — CSC Club Room, 8 p.m.

25 Christmas — Your CSC Executive wishes one and all a Merry Christmas.

25-26-27 Christmas Tour to Whitefish, Big Mountain, Montana.

JANUARY, 1960

5 Executive Meeting — CSC Club Room, 8 p.m.

12 General Meeting — Golden Age Club, 8 p.m. — Social Hour to follow.

19 Executive Meeting — CSC Club Room, 8 p.m.

FEBRUARY, 1960

2 Executive Meeting — CSC Club Room, 8 p.m.

6-7 Tour to Kimberley, B.C.

9 General Meeting — Golden Age Club, 8 p.m.— Elections and Social Hour to follow.

12 Valentine's Day Dance — Bowness Golf and Country Club.

16 Executive Meeting — CSC Club Room, 8 p.m.

13-28 2 Week Tour to Alta, Brighton and Sun Valley— All inclusive.

MARCH, 1960

- 1 Executive Meeting — CSC Club Room, 8 p.m.
- 5 Skating Party—Johnson's Lake—Gluhwein Party.
- 8 General Meeting — Old Age Club, 8 p.m.—Social Hour to follow.
- 12-13 Tour to Kimberley, B.C.
- 15 Executive Meeting — CSC Club Room, 8 p.m.

APRIL, 1960

- 5 Executive Meeting — CSC Club Room, 8 p.m.
- 12 General Meeting — Golden Age Club, 8 p.m. — Social Hour to follow.
- 15-16-17 Easter Tour to Whitefish, Montana.
- 19 Executive Meeting — CSC Club Room, 8 p.m.
- 22 Annual CSC Awards Banquet and Dance — Palliser Hotel.

MAY, 1960

- 3 Executive Meeting — CSC Club Room, 8 p.m.
- 17 Executive Meeting — CSC Club Room, 8 p.m.
- 21-22-23 Tour to Parker Ridge.

JUNE, 1960

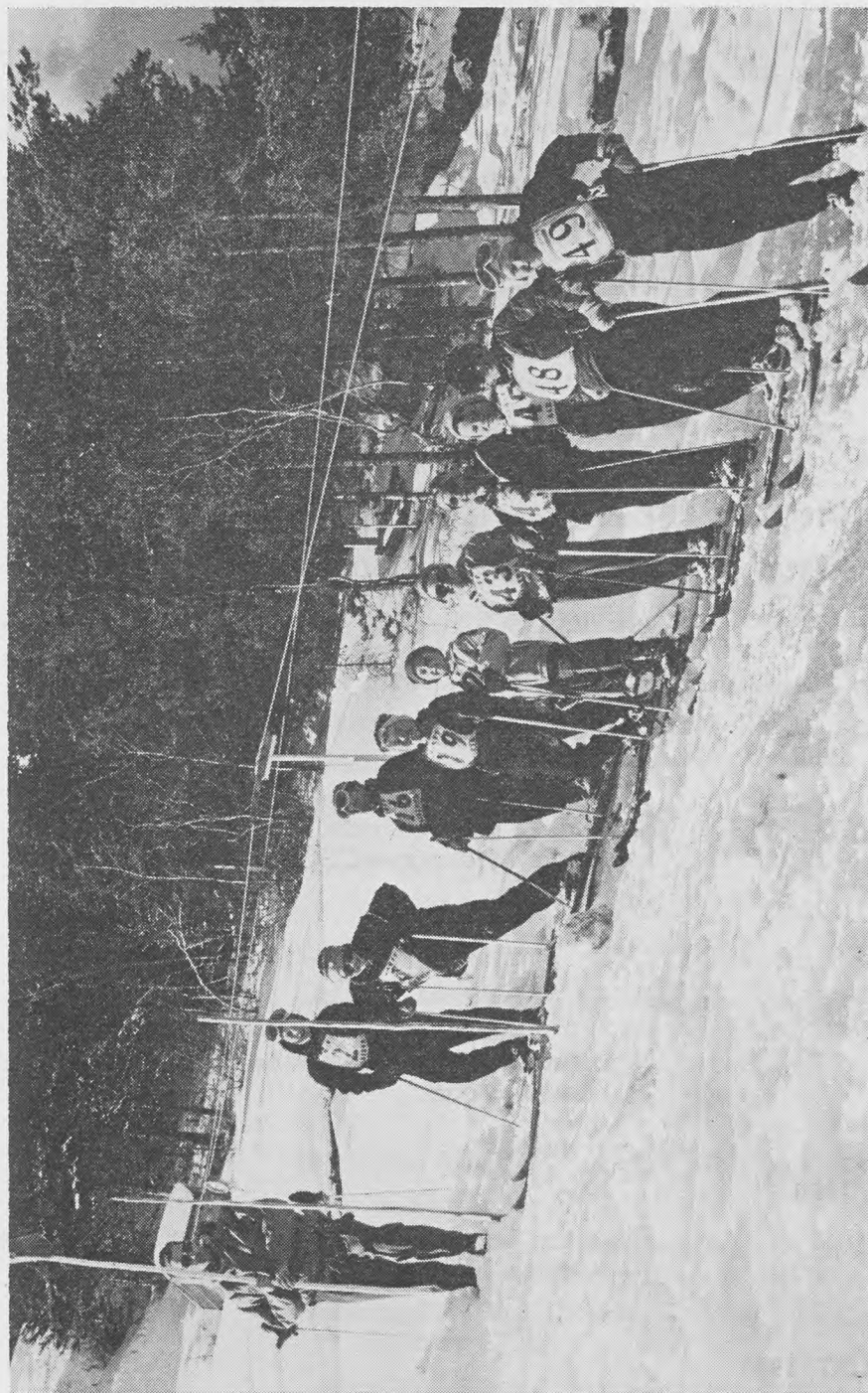
- 7 New and Past Executive Meeting — CSC Club Room, 8 p.m.

JULY, 1960

- 3 Waterton Lakes Giant Slalom — 12 Noon — Mt. Custer, Waterton National Parks.

AUGUST, 1960

- 7 Victoria Glacier Giant Slalom — 12 Noon, Plain of Six Glaciers, Lake Louise.



Juvenile and Midget Competitors

1958-59 SKIING HIGHLIGHTS

By Beryl Clark

After being asked to write "something" for the Ski Club annual, I feel as though I have a cement basin — set and all mixed up!

I know practically nothing about skiing — my experience on the slopes last season was so brief that all I left was a dent in the snow. The only things which keep me going, ski-wise, are flagging energy from climbing, terrific enthusiasm and a bunch of ski-crazy friends, all of whom ski far better than I ever will.

However, a general review of the ski news which hit the headlines last year would seem to be quite in order, so here goes.

The season was a memorable one in many ways, with numerous outstanding events in the area.

Most of the skiing fraternity can look back on the year with extreme satisfaction and the feeling that their expensive equipment was put to its fullest use in the 1958-59 winter.

The season was just about as long and snowy as any on record and more people than ever before caught the ski "bug" and donned shining new hickory boards — which soon looked as though the beavers had been at work!

Mt. Norquay had plenty of snow all winter, from the end of November right through to late spring, and Sunshine Village, Mount Temple and Bow Summit also had correspondingly high snowfalls. One of the most remarkable things about last winter was the extremely high average of brilliantly sunny days with blue skies, which took the minds of the skiers off the sub-zero temperatures.

Every weekend, come rain or shine, the exodus from Calgary began on Friday evening, continued before daylight on Saturday morning and again on Sunday. More and more cars "sprouted" ski racks, and the sports stores did a roaring trade.

One of the big boosts for racing on Mt. Norquay last winter was the provision of gold, silver and bronze pins by the club for weekly competition.

The competition proved a real draw, personal records being of more interest to the majority than the pins. Malcolm Cullen must have managed to ski at

least six times during the season, when he was not tearing up and down the course, trying to get everyone organized.

One very encouraging sign as far as the CSC goes is the fact that the youngsters, the Canadian ski hopes of the future, are being given an increasing amount of help. More races for the young people were held and the fact that the youngsters were competing drew far more parents to the slopes, even if they were only watching, a good lever for future ski promotion.

Skiers visiting Mt. Temple regularly watched with great interest as the preparations for the installation of a sedan lift were made. By January the steel construction had reached the half-way stage. The new lift giving access to an increased amount of ski terrain was opened at the end of the summer, just as the first snow dusted the tops of the peaks.

The re-introduction of free ski lessons for CSC members on Mt. Norquay was another popular highlight. Newcomers particularly benefitted from this as they were able to get to know others at the same stage of skiing as themselves.

Also worthy of note was the redecoration of the Mt. Norquay lunchroom.

The social functions were moderately well attended and the ski films proved very popular, instructive and well attended.

The erection of the ski jump judging tower on Mt. Norquay was another highlight which caused quite a furore. A great deal of criticism was levelled at the siting of the contemporary wood and glass structure. The National Parks officials quickly tried to scotch the rumors circulating, but officials of the Western Canadian Ski Championships judging and jumping committees considered the structure far from perfect. They strongly criticised the inrun and outrun view from the tower, but the expensive tower still stands in its original position.

The Western Canadian Championships also caused quite a furore, before and during the events. Quite a few frayed tempers paved the way to the holding of the meet, and there were

plenty of lessons to be learned from mistakes made. The experience of handling a big meet proved useful.

The battle for attracting the Olympic Games to Banff also raged most of the season, but there was little or no progress, except for the formation of a committee.

The Canadian Western Ski Association rearranged the age grouping of youngsters competing in races to give them a fairer chance. The change resulted in a far greater volume of entries.

Trips to Kimberley, B.C. and Whitefish, Montana during holiday periods will long be remembered by CSC members. Snow conditions were perfect and hospitality at the two resorts left nothing to be desired.

The inter-collegiate meet drew a record crowd and the jumping from the new Olympic standard jump proved a real draw. The crowds certainly had their fill of spectacular leaps. Even so, the number of people attending major ski meets in Banff is far below the average of most North American resorts and the lack of encouragement for hard-working competitors is discouraging.

The Sir Norman Watson Trophy meet,

which could be one of the major ski events in North America, once again only attracted local competitors, who used the wonderful long run to advantage. More publicity could make this event into something.

Once again the Bowness hill was used, floodlighted by CSC members, but the snow in Bowness was rather sparse at times.

The skiers, with their comic races managed to salvage a little pride from the Banff Winter Carnival. The CSC club championship went with a swing, as did the annual meeting and the banquet and dance.

The two big races winding up the season, the Waterton Lakes Giant Slalom in July, and the Victoria Glacier Giant Slalom at Lake Louise made a really grand finale.

The Waterton races attracted competitors from the United States. Conditions were perfect and some excellent times were recorded. The Lake Louise race too attracted a record entry at the beginning of August.

Then, the skiers sat back with a sigh of regret, their eyes on the mountains waiting for the snow and yet another skiing season.



NORTH AMERICAN CHAMPIONSHIPS

By John Prendergast

Last March it was decided that in support of Canada's bid for the Olympics in 1964 or 1968 the North American Ski Championships be held in Banff the week following the 1960 Olympic competitions at Squaw Valley, California.

Originally the Calgary Ski Club and the Banff Ski Runners were considered to sponsor the bid for the North American Championships, but because of a financially unsuccessful Western Canadian Championship competition it was decided a new organization be formed under the Societies Act to sponsor the meet. This group was named the North American Ski Championship Association, and bids were presented at meetings of the Canadian Amateur Ski Association and the National Ski Association.

Inasmuch as Banff had been approved by the National Ski Association as a site for North American Ski Championships, coupled with a sanction by the Canadian Amateur Ski Association, the group was successful in its bid.

It was decided that the Banff division would attend to the operation and technical departments, and the Calgary branch would handle the financial problems. With Bob Reid acting as chairman and general co-ordinator of the association, John Prendergast as the Calgary vice-chairman and Jack Hayes as the Banff vice-chairman the work began:

The membership list to the International Olympics was studied to determine what countries would be represented at Squaw Valley. As the Harri-man Cup races were scheduled for Sun Valley the same date as the North Americans, the major skiing countries would probably divide their teams as they did in 1950. Fourteen men comprise a complete Olympic skiing team and the following countries were expected to send full contingents: Austria, Denmark, Finland, France, Germany, Italy, Norway, Sweden, Switzerland, and the United States. Added to this total would be 50 women competitors and probably 100 representatives from

the other member nations. It was feasible, then, that from 125 to 175 men and women would attend the competitions in Banff.

The next step was to study finances and the finance committee decided that 200 competitors could be handled on a \$30,000 budget. At subsequent meetings of the finance committee and the executive, it was realized that \$30,000 would be difficult to raise. Being reluctant to "fumble the ball" and jeopardize the chances of obtaining the Olympics for 1964 or 1968, some compromise would have to be made.

It was at this time that the executive decided to limit the competitions to Nordic events only. There were many advantages to this type of event. Less financing would be required with little or no change in the expected paid attendance, due to the fact that people would be more interested in viewing the jumping in any case. Such an event would also eliminate the factor of conditioning the downhill and slalom runs and lessen the problem of poor snow conditions, inasmuch as there would be adequate snow in the bush for cross-country events. If worse came to the worse the jump could be conditioned with snow from the water sheds or avalanche deposits nearby.

Rather than obtain a charter under the Societies Act the association has been integrated with the Calgary Olympic Development Association and will act as a separate committee of this founded group. The advantage of this procedure is to strengthen the operating forces, especially when we have to solicit funds. Progress has been good, the Provincial Government has granted us \$5,000 and the invitations have been mailed.

We expect that the world's greatest jumpers will attend the North American Nordic Ski Championships, and to insure the success of the competition the co-operation of all skiers will be required. The effect of this meet on the world F.I.S. officials will reflect tremendously on Canada's bid for the Olympics in future years.



Bill Milne, Director of The Herald Ski School, demonstrating a snow-plow turn on the CSC hill in Bowness.

SKI SCHOOL

By Bill Milne

For the last few winters in the earlier part of the New Year there has been an extremely high number of Bowness bus drivers led gently from their vehicles babbling incoherently.

As these breakdowns have unfortunately taken place on the Saturday and continuing over the same period as the Herald Ski School, there have been malicious rumours that these relapses might be related to the running of the school.

There are, of course, no grounds for assumption of this nature.

Well mannered groups of young, eager, would-be skiers quietly waiting the arrival of the bus and filing into the vehicle in an orderly manner should certainly not cause grown men to cry, especially bus drivers.

The holes reported to have been punched in the boxes, hats and anatomy of the patrons over this period could, of course, have been done by any number of sharp instruments and not necessarily ski poles or ski tips.

The fact that these particular buses appear to be able to complete only one return trip before overhaul is certainly a reflection on the transit maintenance and cannot be related at all to the returning two hundred ski students quietly contemplating their lessons on the way back from the ski hill.

I do want to correct these apparent misunderstandings before the school starts as there are persistent rumours that the drivers' union plans to ask for additional wages for what they term "Battle Zones."

The school, of course, will run again this year despite vigorous opposition from the transit officials and from a

small, apparently well organized block of parents who drive the children to the site.

Resistance from this latter group is difficult to understand as the school provides these people with an excellent excuse to rise early on a morning which otherwise might be wasted by staying in bed.

It provides light exercise in the open while pushing the car uphill and also the opportunity of vigorous intellectual discussions with teenage members of the family while driving to and from the ski hill. Further exercise can be achieved by tramping up and down the snowy hills looking for the children after the class, and this delightful experience is usually prolonged for some time.

The instructors, of course, are extremely well qualified and the one who appeared wearing snowshoes last year should not be taken as an example as there was some misunderstanding. In any case his snow ploughs were extremely well demonstrated.

Instructors again this year are advised to stock up on kleenex, band-aids and the other commodities usually necessary on a picnic or that sort of thing. Instructors are requested to watch as many wrestling matches as possible and observe closely the manner in which the referee untangles the opponents as this experience will be invaluable on the hill and certainly speed up the lesson considerably.

It would be appreciated if parents would let me know whether the child received the Ski Crest or whether the child returned to the home after last year's sessions, as we do like to keep our records neat.



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CLUB CHAMPIONSHIPS

Calgary Ski Club and Banff Ski Runners end of season championships concluded at Mt. Norquay March 21, with both clubs running the same courses for individual club trophies.

Skiing for the Calgary Club, Jim Davies took the Clair J. Cote Trophy for slalom by running the tight 30-gate course in 1:32.0. Pat Duffy came in second with 1:38.0 followed by Lloyd Conn, 1:46.8; George Tanase, 1:57.6; Bob McConkey, 2:01.2; Hugh Osler, disqualified.

Dennis Smith made fastest time for Calgary juniors and took the Clair J. Cote Trophy with time of 1:08.2.

For the Ski Runners, Scott Henderson took first place, 1:26.0 followed by Wayne Henderson 1:27.8; Wayne McRoberts, 1:46.8; Bill Wannacott 1:51.8 and Gorde Gannon 1:57.6.

Pat Clark topped Calgary girls in slalom with 1:55.6, to take The Calgary Herald Trophy. Betty Kent followed with 1:58.8 and Sheila Conn 2:07.4. Judy Allen, Betty Oliphant and M. Swainger were disqualified.

Lynne Becker of Banff made fastest time for girls with 1:51.4. Bev Steel placed second 2:20.4. Barb Brown was disqualified.

In Saturday's cross-country, Pete Cooper won the Calgary Ski Club's Gresvig Trophy by making the track in 4:20.0. Lloyd Conn came in second, 4:32.0, followed by George Tanase 5:12.0. Lone girl competitor Betty Oliphant completed the run in 5:57.0.

For the Banff Ski Runners, Bobby Brown topped the list with 3:02.0 followed by Gorde Gannon, 4:05.0 and Wayne McRoberts, 4:52.0. Banff girls were Barbara Brown, 4:04.0 and Lynn Becker 6:20.0.

Best In Downhill

Sunday saw Jim Davies take the senior "A" downhill Russell Sporting Goods Trophy with a fast .59.6 timing over the North American and Memorial slopes. Pat Duffy ended in second place, 1:09.0. George Tanase made senior "B" Premier Cycle and Sports Trophy with 2:26.0 over Lloyd Conn, disqualified; Hugh Osler, DNF; Bob McConkey, disqualified. For the juniors, Dave Pogue took the J. Vair Anderson Trophy with time of .60.2. Dennis Smith ace second 1:05.2.

For the Ski Runners, Scott Henderson made fastest time 1:13.2 followed by Bill Wannacott 1:17.0; Wayne Henderson 1:21.0; Gorde Gannon 1:34.0; Wayne McRoberts 1:53.0; Hans Burkhardt, DNF.

For the girls, Crescent Jewellery Trophy was picked up by Pat Clark with time of 1:30.2. Betty Kent took second place 1:46.2 followed by Maureen Swainger, 1:49.2; Judy Allen 1:54.6.

Banff girls were, Lynn Becker, 1:28.2; Barbara Brown 1:29.0; Bev Steel, 1:30.0.

Wins Combined

Totalling the points, Jim Davies won the Senior "A" Alpine Combined Trophy from Hudson's Bay Co. with 200 points. Pat Duffy followed, 192.3.

In Senior "B" George Tanase took Sportsman Ltd. Trophy with 195.14. Ladies, Quaker Coffee Shop Trophy went to Pat Clark, 197.92 with Betty Kent second 192.8.

Lone Junior, Dennis Smith, took the J. Vair Anderson Trophy for Alpine combined with 197.5.

Take a Bucket to Banff

Here's a good idea! On those ski weekends to Banff take along a **Bucket of Kentucky Fried Chicken**. It tastes good anytime but you'll find it especially tasty after a day on the slopes. There's enough for the whole carpool in one bucket . . . fifteen pieces of golden brown chicken that's every bit as good cold as it is hot. If you're watching the budget you'll be pleased to know that the Big Bucket costs only \$3.50. Before you head for Banff . . . visit either of **Barney's three locations** or, if you're in a hurry, **dial the letters CHICKEN** and have your Bucket delivered to your home.

ALPINE CLUB SKI WEEK

By Russ Bradley

Last Easter, about 39 members of the Alpine Club of Canada spent a week skiing in the Assiniboine area, southwest of Banff.

Supplies were packed in the previous fall and perishables, sleeping bags and air mattresses, the week before the trip. The helicopter taking its cargo in had trouble with the high, mountain-top winds. At one point, it stood over the peaks at 110 miles an hour and couldn't move forward. It wasn't until the fourth attempt that the supplies were put down.

On the Saturday before Easter Sunday, the first party went in, leaving a couple half-way down to open up a trapper's cabin. The rest went all the way in—three skiing cooks and a skiing wood-and-water man.

Following breakfast at 4 a.m. Sunday in Banff, the main party went to Sunshine. Departure from Sunshine was at 7:30 a.m. The packs carried varied in weight from 18 to 45 pounds.

We crossed under the tow and skirted around Strawberry and the Standish avalanches. Climbing was done by the feel of the contour under our feet. We didn't see Standish, but came out about 100 yards east of Rock Island Lake. We got a few seconds view of Brewster Rock during the foggy morning.

Soon we saw the trees along the base of Quartz Hill, climbed through them and across the tip of one avalanche. We didn't see the top of the avalanche or the mountain.

Eventually we crossed the saddle at the south end and descended a few hundred feet for lunch. Then we climbed around the east side of Citadel Mountain. It was still stormy but visibility was better and at least the wind was at our backs.

Citadel Pass dropped about 2,000 feet into Simpson Valley. Two inexperienced members of the party with the heaviest packs had a rough time and it took them about two hours, punctuated by many falls, to make the descent. The pair who had opened the

half-way cabin the day before had hot soup and tea ready for us. Eleven miles so far!

Our two tired friends and two others stayed at the cabin overnight while the rest of us carried on, eastward along Simpson Valley. The climb was some 700 feet up a steep slope. We were breaking through crust into 18 inches of sugar. The previous day's trail was completely blown in. We lost all our altitude going down into Og Lake some four hours later.

Then came the nightmare trail through the Valley of the Rocks. Up five to 40 feet, and down five to 20 feet we went, and through sharp right-angle turns around the boulders, up and down side hills and across the odd avalanche slope.

We kept climbing, with going a little easier—until we went around a corner and there was a roaring fire and more hot soup prepared by some of the previous day's party. Only four more miles.

From here it was much easier, but still uphill. People were beginning to drop a mitt or glove now and then, or lose a skin.

However, all were recovered and everyone kept moving. Most got in about 9 p.m.—we had covered 22 miles and the equivalent of 4,000 feet of climbing.

The following day we broke trail about three miles out to meet the four who had stayed behind at the half-way cabin. For the rest of the day, we just took it easy.

During the week we climbed the First Nub, but double cornices and high wind kept us from following the ridge to the Second Nub. We approached the second from the southwest but that was all avalanched. Mrs. Rummerill's cabin was visited and we found it by the porch and chimney sticking out of the snow. She has a fabulous view of the Assiniboine and the Terrapin Glacier. We climbed Cautley, about twice the size of Brewster, and found excellent powder on open slopes.

From the top we could see down Simpson Valley to the west, down Assiniboine Pass to the east, and the Towers, Magog, Terrapin and Assiniboine itself to the south. From the base we swung south to Wonder Pass and Valley, both of which lead to Spray Lakes if one goes far enough.

A lovely little 700-foot treed shoulder on Magog, with about a 45 degree angle and 18 inches of powder, was our bad weather hill. First time down, one member of the party took a fall and the whole hill settled two inches. However, as we'd hoped, the trees held it.

There were 16 inches of new snow, 30 to 40-mile an hour winds and the temperature varied from 25 to 35 degrees above. Each element is an avalanche builder, so the best slopes of the Towers

and on Terrapine went unmarked.

The snow had stopped falling, the sun was shining brightly and there wasn't a breath of wind when we left. I was in the advance party this time and we stopped at the half-way cabin overnight, leaving fuel and water from melted snow for the others, who closed up camp.

It was another blizzard all the way into Sunshine and several members of the party were blown over by gusts of wind.

Finally back at Banff, several hairy chins were poked into a hotel dining room and surprisingly healthy-sounding voices wearily decided all they wanted was "a large steak, please, Miss."

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SUMMER RACES

By Betty Oliphant

The Calgary Ski Club's annual summer races were the most successful in the club's history.

The first, on July 5, attracted more than 100 skiers and spectators to Mount Custer in Waterton Park. The event was the eighth Akamina Giant Slalom.

Eric Heumer of Calgary and U.S. Olympic prospect, Jim Barrier of Kalispell, Montana tied for first, as each completed the 12-gate course in 48 seconds flat. Their win in the Senior A class won them the Akamina Trophy.

Willy Leitner of Calgary and Michigan finished one second back to take second place. Third spot went to Barney Mulligan of Lake Louise. The Men's B class was won by John Harrison of Whitefish, Montana. Bill Barrier of Kalispell and King Woodside of Kingston, finished second and third respectively.

Banff junior Dennis Smith edged out Dave Pogue of Calgary for top spot in the junior class. Gilbert Harrison of Whitefish was third.

Peggy Telfer of Calgary and Rossland completed the same course in 1:25.3 to take the women's section. Betty Kent and Betty Oliphant of Calgary, finished second and third. Youngest competitor was seven-year-old Paula Kanerva of Whitefish.

The weekend actually got under way on Saturday, July 4—a warm sunny day. Although the race wasn't to be until the following day, a few skiers made the 1½-mile trip across Cameron Lake and hiked up the mountain to get in a few early runs.

Malcolm Cullen began setting the course.

That night, there was a new addition to the annual Waterton weekend festivities—a barbecue at the camp grounds. This was very successful:

lots to eat and drink, and an enthusiastic sing-song. By mid-evening, almost everyone had wandered off to the dance in Waterton or to parties in tents.

The race was held under cloudy and threatening skies, but the rain and wind held off until the race was ending.

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The second summer race was held Aug. 2 with the running of a giant slalom on Victoria Glacier.

Willy Leitner schussed the rhythmic 18-gate course in 34.3 seconds to win senior A division. Eric Windisch of Arapaho Basin, Colorado, was a close second and Pat Duffy of Calgary, third.

Senior B honors went to Verne Sutter of Lake Louise, who had a time of 42.1. Jock Craig of Banff was second and Lloyd Conn of Calgary third.

Dennis Smith once again won the junior event. He was followed by Currie Harbour of Calgary and Peter Ohrt of Quebec City. Barb Brown of Banff took the same course in 50.3, thus winning the women's trophy. Helen Hayduk and Judy Allen of Calgary followed her in the standings.

All told there were 45 competitors.

Gordon Paterson was chief timer and Ann Whiteside, recorder. Malcolm Cullen set the course and acted as starter.

The Banff Park Warden Service provided ski patrol and radio services.

On Saturday, several skiers made the steep climb from the Plain of the Six Glaciers tea house to help Malcolm Cullen set the course. The sky was clear and the weather hot—a condition which prevailed all weekend.

Following a good afternoon's skiing, the group went back down to the tea house for the evening's festivities. A fine spaghetti dinner was followed by a sing-song and parties.



Lining up for the chairlift at Mount Norquay with the "Lone Pine" run and practice slope in the background.

SKI INSTRUCTORS' SCHOOL

By Hugh Osler

The Canadian Ski Instructors Alliance School was held this year at Red Mountain in Rossland, B.C., under the joint supervision of Bob Dawson from Mount Seymour in Vancouver, and Ernie McCulloch, head of the famed Mount Tremblant Ski School in Quebec. Weather and snow conditions were ideal for the week-long course in mid-April.

With others from the Calgary-Banff ski area, I attended and succeeded in getting a pin. The others—all successful—were Peggy Telfer, Gordon Gannon, Wayne McRoberts and Emmerich Foidl of Calgary and Sigi Klein of Banff.

The session commenced with registration on the first morning—a Saturday. The afternoon was free, which gave us a chance to get acquainted with the hill. Peggy Telfer was lucky, her hometown is Rossland and she learned to ski there.

Red Mountain took quite a bit of getting used to for those of us who had

skied mostly on Norquay. I found at first that the moguls and bumps with which Red Mountain abounds made manoeuvring a little tricky.

The second day the students were arranged into groups alphabetically. All told there were five classes, each composed of about 15 aspiring instructors.

One of the classes was made up of skiers going for their second year Maple Leaf pins.

Sunday and Monday were taken up as the examiners went through the instructors' manual giving us a general idea of how to teach; pointing out highlights that must be remembered and some of the common faults to be avoided.

During the following two days we got our first opportunity to teach. This was done with the examiner giving constructive criticism and pointing out where our lessons could be improved. While this went on we were not being marked. We were encouraged to ask all the



Instructors' pin recipients (left to right): Hugh Osler, Wayne McRoberts, Gordon Gannon, Peggy Telfer, Emmerich Foidl.

questions we wanted to clean up any difficult points.

Then, on Wednesday afternoon, the marking started. We were given an exercise from the manual and we had to assume the rest of the class were in the beginner bracket. We had to give an explanation and follow it by a demonstration. Then we had to detect and correct errors in our respective classes as each class member went through his paces one at a time.

Detection and correction accounted for the largest single portion of the marks.


Marking continued Thursday and Friday as we had to teach once for each of the examiners. Saturday morning the school wound up with a ski-off which accounted for half the total possible marks. This took the form of five exercises taken from the manual. Each

of us went in turn before the five examiners.

That night there was a wind-up banquet and fashion show during which pins were awarded to successful participants.

The examiners, with McCulloch and Dawson, were Chuck Maple, formerly a pro at Banff and now head of the school at Jasper; Carl Yost of Hale and Corinne Summerauer of Mount Snow in Vermont.

The manual consists of some 20-odd exercises from elementary walking on skis up through the snow plow and stem stages and finally to advanced parallel skiing. The manual embodies the "Canadian technique", originally prepared by instructors of the Canadian Ski Instructors Alliance. It has been revised several times to incorporate new ideas in the hickory sport.



SKI HEIL!

... to the members of the **Calgary Ski Club!** And best wishes for continued success in your excellent ski instruction classes ... and your encouragement of widespread interest in this healthy outdoor sport.



CHILDREN'S RACING

By Peter Cooper

"The future of sport lies with the youngsters of today" . . . Noble words but nevertheless true of skiing as of most competitive sports. Perhaps, even more so, as far as skiing is concerned for ski champions are nursed young, weaned on a diet of friendly competition and matured on the race courses of the nation.

The oft-lauded Europeans are well aware that competitive skiing is a young man's sport, world champions are made early and the fierce competition of the mature years makes short work of the second best.

It was with a view towards ensuring an ever rising tide of future champions that the midget and juvenile racing program was instituted last season by the Calgary and Banff ski clubs.

Malcolm Cullen, then technical chairman of the Calgary Ski Club, and veteran official Bruno Engler of the Banff Ski Runners were the men responsible for the germ that grew to be-

come so successful. What began as a Sunday slalom to instill the competitive bug in a handful of kids, culminated in the most successful, two-day, four-way championship on the slopes of Mt. Norquay.

As anyone who took in any of the slippery slaloms or the fierce downhill will testify, the competition was never keener. The kids were wonderful, keen, unspoiled and devoid of envy.

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In compliance with Canadian Amateur Ski Association rules, the program was divided in midget (under 12 before the first of January) and juvenile (over 12 and under 14 on January 1).

Attendance at the weekly events fluctuated. At the best the field grew to more than a dozen, while at the lowest there were never less than six.

One unfortunate feature was the noticeable lack of feminine representation. This posed somewhat of a problem, necessitating the lone girl skier to



Top midget and juvenile racers (back row, left to right): Doug McManus, Paul Peyto, Mike McKenzie; (second row): Brian Becker, Marcel Fisher, Bill Keys; (front): Ricky Cooper.

run the gauntlet of a dozen jeering boys in addition to the tricks of the course!

Also rather disappointing, if disappointment can be registered in association with a group of laughing, vibrant young skiers, was the poor spectator turn-out by parents of the young competitors.

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The big event, of course was the closing four-way championship on March 21-22.

Kids, like most other people like to see their names and even more so their photos in the daily papers, so it was with a certain amount of strategy that The Albertan was approached to put up the four-way juvenile trophy.

Alpine Smylie, a ski shop owner of national fame, presented the companion trophy for the champion four-way midget. Remaining trophies were donated by sports-minded skiers to whom all of us associated with the juvenile and midget program owe a debt of gratitude. These people were: Gordon Pogue, Ernie McCullough, Dave Scatchered, Bill Milne, and Edwards and Falger.

One fact not generally known at the time was that Malcolm Cullen built both of the large trophies in his spare time and all those who were on hand for the presentation will agree he did a magnificent job.

With the trophies assured, (the name plates were still being leached out bare hours before the race), the big meet got under way.

First the tricky slalom, and it was tricky, over a course only slightly modified from that of the senior club race. Despite the maze of poles, they all made it, much to the relief of the youngest competitor.

The cross-country followed, and I blush a little when I say it was over the same course as that used for the senior CSC event. The kids were wonderful.

The top men were beginning to shape up by this time, but the nerve racking downhill was yet to come and Sunday's jumping event could well reduce the lead man in an instant.

The successful downhill was run off Sunday, from the bottom of the S-turn

on the Lone Pine slope, with Bruno Engler setting the course. Not for sissies, the hard packed icy run twisted across the steep slope and ended with a high-speed schuss from above the Lone Pine tree to the finish line. Again, they all made it, over a course that would have stopped many an adult.

Sunday afternoon, watched by the largest crowds of the entire program, the jumping event was run off over a specially constructed snow mound on the memorial slope. The wind was fierce, the day cold and miserable but they all flew down the run like champions. Eight, ten, twelve-year-olds flying off a structure almost as high as themselves.

Needless to say, the entire juvenile and midget program was a success, as the beaming faces of the winners testified at the presentation in Norquay lodge later that day.

At this time it would be appropriate to mention the assistance given the young racers by the young men and women of both clubs, (most of whom had no actual family interest in the races), who so freely gave their ski-time and knowledge to help with the training, starting, course setting, timing and myriad of other details that went to make the program the success it was.

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When the times were computed, Paul Peyto of Banff skied off with the Juvenile Albertan Trophy. Doug McManus of Calgary placed second in Juvenile (Pogue Health Service Trophy), followed by Mike McKenzie of Banff, third. (Ernie McCullough Trophy). Marcel Fisher was top midget and winner of the Alpine Smylie Trophy, followed by Brian Becker, Banff, second, (Dave Scatchered Trophy) and Bill Keys, Calgary, third, (W. G. Milne Trophy.) Ricky Cooper, just one week short of his eighth birthday was the youngest competitor and thereby qualified for the Edwards and Falger Trophy.

The success of the program was dependent on many factors, the officials, the donors of prizes, the spectators, but most of all the kids, all of whom displayed such a keen sense of sportsmanship by coming forward and competing.



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C.S.C. INSTRUCTION PLANS

By Malcolm Cullen

The Calgary Ski Club will make a new approach to the problem of ski instruction during the 1959-60 season. In past years, attempts to give free lessons on the local hill have not proven very successful. This is due largely to the lack of snow.

Obtaining the services of qualified and experienced instructors has often been difficult in Calgary for, though there are a large number of excellent skiers, there are few well-trained and experienced ski instructors. In past years the club subsidized the cost of sending top skiers to the Canadian Ski Alliance Ski Instructors course and these trained instructors were then to give lessons to ski club members on the Bowness Hill.

This plan was an excellent one, but with little or no snow the new instructors had limited opportunities to use their newly acquired skills.

The best place for ski instruction is, of course, in areas where most members spend their holiday time. For Calgarians, this is mainly Banff, Lake Louise or Turner Valley. Therefore, if the Calgary Ski Club members are going to benefit by these lessons, they should be taught in these areas. It is possible for club instructors to administer these lessons but there is little doubt that a well organized ski school would do a better job.

As it is important members receive the best possible instructions available, the club has designed a program which will allow them to use the facilities of the ski schools at Mount Norquay and Lake Louise. It is not feasible that these valuable lessons be given free but they will be provided at rates within the reach of every skier.

To the beginner, it is most important a proper start to skiing be available. For this reason the club will pay the full cost of the first lesson; for the skier who is able to check his own equipment and make short downhill runs, several lessons will be offered at \$1 each; for persons who have mastered the snowplow turns, the cost will be

increased to \$1.50 with a maximum of two lessons per member.

Instruction for the expert will also be available. The need for instruction of this calibre of skier is not always to rectify serious mistakes but the professional is engaged to detect and correct minor flaws which are detrimental to a polished technique. These small errors are seldom hard to correct but the detection often proves more difficult.

Because of the limited number of skiers who can be instructed in these classes, a higher charge of \$2 is set. The reasons for adopting this new program are numerous. Improving the skier's technique is only one advantage but even more important is the promotion of safer skiing.

Skiing is changing more and more each year with the advent of new techniques, better equipment and more efficient ski lifts. These changes are an

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invitation to ski over terrain faster than most skiers' ability safely allows. Every phase of skiing is improving except the skier's ability to avoid serious accidents. It is this unfortunate part of skiing that is costing the Calgary Ski Club the loss of many potential members.

Most accidents can be avoided. Good physical condition and proper instruction are necessary for safe skiing and the skier without these may give up in disgust or make an extended visit to the hospital. It would take 15 minutes of good instruction to put this skier on the right track.

There is also the skier who has a good friend who has been skiing for years and thinks he will save a lot of money by taking instruction from him. Little does this skier know the unnecessary problems encountered by instruction from other than a qualified professional.

This amateur instructor usually has warped opinions about many simple ski manoeuvres and often considers them a waste of time but they are far

from simple to the beginner and valuable confidence and safety can be gained by mastering them under the guidance of a true instructor. The amateur instructor may also be over-confident as to the immediate capabilities of his friend. Many times intermediate steps are by-passed and the pupil is taken much higher on the slope than safety allows.

Our teacher will demonstrate to his bewildered friend and say, "See how easy it is? Okay, now you try, just remember what I told you." Reassured that all is well, the pupil begins his run but is only capable of thinking, "I wonder if I can make it to the bottom?" He may make it to the bottom but will learn little on this run and may acquire bad faults which become more critical as the skier's average speed increases and, of course, the falls become more spectacular. This skier would be a rather bad risk for ski insurance!

Our bewildered friend is wondering why the number of falls is not decreasing and whether skiing is the wonderful sport that he was led to believe. So more advice is sought and is

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usually not hard to find. When friends are consulted all will agree there is something wrong, but what? One says "leaning too far forward" . . . another says "weight on the wrong ski" and so it goes.

The skier is now confused and discouraged and has one of three major decisions to make; whether to stop skiing (a shame when so many new friends have been made); whether to go on as he is (surely the falls will result in a broken leg); or whether to take instruction from a qualified instructor—this is the answer! Skiing has now gained another member and so has the Calgary Ski Club and they live happily ever after. But this is really not a fairy tale as the plight of our friend occurs far too often.

The Calgary Ski Club executive feels confident that this plan will meet the approval of the membership. We ask you to consider the benefits carefully, for your leg may depend upon it. If this trial year is successful then improvements will be guaranteed for the 1960-61 season.

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SKIERS CONQUER MOUNT LOGAN

By Peter Cooper

(I am afraid that this rather short, uncolorful newspaper article does not do justice to the sweat and toil expended by friend Smylie and his teammates during their successful climb to the summit.

However, neither Ron, nor team leader Hans Gmoser are ones to talk freely of their exploits and circumstances have prevented a more thorough account at this time.

The full story of the ill-fated trip down Donjek River via rubber raft and air mattress would in itself make an interesting tale, but must remain untold at this time.

This climb does represent a major achievement in world ski-mountaineering circles, however, and because of this fact should not go unrecognized.

I am sure I speak for all Canadian skiers and members of the Calgary Ski Club in particular when I extend hearty congratulations to Calgarian Ron Smylie, team leader Hans Gmos-

er of Banff and party members Willy Pfisterer, Jasper; Phillippe Delasalle, Montreal; Karl Rieker and Don Lyns of Vancouver; on reaching the very summit of our nation's highest peak, 19,850 ft. Mt. Logan in the Yukon Territory. PLC).

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"Yes, I'd do it again," said Ron Smylie after some deliberation, when the 26-year-old CSC member and ski-shop owner of 1026 16th Ave. N.W., returned to the city in the latter part of June after a successful team assault on 19,850 ft. Mt. Logan, the nation's highest, in Yukon Territory.

"You really get to appreciate the rest stops," he added as an understatement, after travelling 220 miles, making 14 camps and spending 26 days on the mountain.

Known officially as the 1959 Canadian Mt. Logan Expedition, the party was headed by internationally-known Hans Gmoser, a ski-mountaineer from



Expedition team (left to right): Karl Rieker, Ron "Alpine" Smylie, Hans Gmoser, Phillippe Delasalle, Willy Pfisterer (sitting).

Banff who led the first Canadian ascent of Mt. Alberta in 1958 after topping 12,972 Mt. Robson (highest peak in the Rockies) and 16,525 ft. Mt. Blackburn in Alaska in 1957.

Remaining members of the team, hand-picked from across Canada, were: Willy Pfisterer, Jasper; Philippe Delasalle, Montreal; Karl Rieker, and Don Lyons, Vancouver.

The group became the first all-Canadian and the first ski-equipped party to top the rugged peak.

In the planning stage for more than a year the expedition made use of the best in mountaineering equipment assembled after months of work from climbing centres of the world. Boots that stood on the summit were of Canadian design and manufacture; skis were all experimental model metallics from the United States; high altitude equipment, including tents, sleeping bags and down-filled clothing came from France; ice axes and climbing aids from Austria; nylon rope from Canada.

In addition to achieving the main objective of topping the roof of Canada the party mapped the approaches to Logan and tested high altitude equipment of various types.

The team left Silver Creek on the Alaska Highway, May 26 after two air drops had been made on the mountain, one a food and fuel dump on the 7,000 ft. level and the second a rubber raft free-fall near the headwater of the Donjek River.

Lugging packs weighing close to 70 lbs. the party made a total of seven camps up the 70-mile long Kaskawalsch Glacier before establishing base camp

at the 8,000 ft. level on Logan's east ridge.

Relays were made to establish highest camp (Assault 3) at 16,600 ft. contour before the final attack was made. Leaving Camp 3 in perfect weather, the entire party made it to the top in five hours and gazed out over a maze of peaks, glaciers, rivers and lakes to the glistening Pacific far to the southwest.

Then came their longest day, 8 a.m. to 2 a.m. as they dropped off from Camp 3 to base camp, abandoning unwanted material along the way.

Four long night journeys followed as the jubilant climbers skied under the midnight sun from anywhere around 10 p.m. to 8 a.m., making fast time on the hardened snow of the Donjek Glacier.

Ill-luck finally overtook the otherwise successful expedition when within sight of the Alaska Highway, the rubber raft carrying party equipment was swamped and sank under the fast-flowing Donjek River. Lost were skis, sleeping bags, ice axes, clothing and 1,300 color exposures of the climb, all to the value of well over \$1,000.

Saved from disaster, however, were 2,000 ft. of 16 mm. movie film and 300 color slides. Ron Smylie and Willy Pfisterer lost their entire equipment in the sinking.

Looking back on the journey, Smylie said: "You learn by experience. The trip would not have been possible," he added, "without the benefit of the air drops, especially on the high levels."

Next venture: "We are already talking about tackling Mt. McKinley (20,300 ft.), the highest peak in North America, next spring."



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AN ENGLISH GIRL STARTS SKIING

By Beryl Clark

The grey, cold dawn was breaking over the mountains as I set off on my first trip to Banff to join the great brotherhood of skiers.

I had not been up so early for years, and it was bitterly cold. My skis were, as I thought, insecurely strapped on top of someone's car, and my brand new boots and poles were tossed into the trunk.

I had wanted to learn to ski for years, but had little or no opportunity in the mild English winters even to learn. My first winter in Canada provided a golden opportunity I was quite determined not to miss.

Every few seconds I checked to make sure the skis were still there, but everything seemed to be all right!

Eventually, we reached Mt. Norquay Lodge, and much to my surprise, the skis were still securely fastened.

I watched enviously as the early morning skiers swooped down the hill and hoped that one day I would be

able to do the same.

I donned my ski boots which felt as though they weighed a ton, and looked conspicuously new, my ski jacket, mitts and cap and looked in despair at the pieces of wood which didn't look at all manageable.

My skis slung very inexpertly over my shoulder, I nearly knocked down several people en route for the top of the small slope leading to the foot of the Lone Pine slope. My ski poles dragging somewhere in the rear, I tried to look nonchalant as I surveyed that small slope.

One look was enough for me. Instead of putting on my skis at the top as I had planned and schussing down it, I staggered down with the skis, lifting my feet as though I was wearing divers boots.

This accomplished, I managed with a great deal of difficulty to strap on the boards and keep my feet at the same time.

Standing up from a kneeling position was a great feat of balance.

Of course, my ski poles were several feet away from me at the time, so I looked frantically around for someone to hand them to me. There was no one within yards, so I shuffled in an ungainly manner up to them. One was flat on the ground and the other still standing upright where I had dug the point into the snow. The upright one was no problem, but trying to reach the other one caused the two unmanageable pieces of hickory to shoot out in different directions, and there I was sitting unceremoniously in the snow.

Getting up from this position was a thing for which I had not bargained. Every time I tried to hoist myself up, the boards shot away from me again.

I was stranded—my first day on skis had ended before I had begun, or so I thought. Then some friendly soul noticed my plight and came over to give me my first lesson in getting into an upright position from a fall. I once again thought admiringly how easy it all is when you know how!

Ski poles grasped firmly in my perspiring palms, I tried to lift one foot a

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fraction so that I could move. I was wearing canoes, not the same skis the other people were wearing and using with such agility.

"If at first you don't succeed . . ." I plodded on and on and on, gradually getting the feeling that the skis were part of me and not separate objects.

By the end of the day, I was tired, but full of enthusiasm and by the end of the second day, I could even make the little slope without falling flat on my back.

The second weekend, I decided to venture a little further and try to "ski" from a little way up the Lone Pine slope. The great effort of climbing few a yards made me very warm, but the warmth turned into a cold sweat when I looked back at the bottom. I manoeuvred my way round so that I was facing downhill. The bottom looked as though it was miles away at the bottom of a precipice. I dug my poles in and hung on like grim death.

Letting myself go was easy, I shut my eyes, breathed a prayer and pushed off. I careered wildly down the hill, remembering to lift the poles clear. I opened my eyes, I was still going, and upright too. The wind was rushing through my hair, the sky was blue and the sun was shining. I came triumphantly to a halt, more by good luck than good management and felt a glow of satisfaction.

Now I knew why hundreds of people took to those hickories every weekend, I had caught the fever too. It was wonderful, the most exhilarating experience I had ever had.

Once again, I grasped my poles and off I went again, this time climbing a little higher. The nervousness at the thought of letting myself go had gone. I was eager to feel the rush of wind on my face.

After picking myself up from a snow-drift the next run, I laughed for the sheer joy of skiing, brushed off the snow and off I went again. This was the sport of kings, the one of which I had dreamed since I was a child during the mild English winters, envying the people who had enough snow to learn to ski.

I had achieved my ambition, to be

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able to learn to ski. I decided the proper way to do this was to take expert instruction. This was most helpful, yet disheartening. Everything I was doing was wrong—I climbed the wrong way, held my poles wrongly, my knees were not bent properly—how ever was I ever to remember all these things I asked myself?

After about 15 minutes of lesson, I discovered that doing things the right way made me feel less tired. I found the lesson a great help and spent the rest of the day practising what I had been taught.

All the lessons I took helped considerably, I discovered shorter and easier methods of turning, climbing and doing all the things in the rudiments of the sport.

Unfortunately, my skiing activities were cut short last year, but I shall be among the ranks of the beginners all over again this year, and I hope it will not be too long before I shall be skiing the chair!

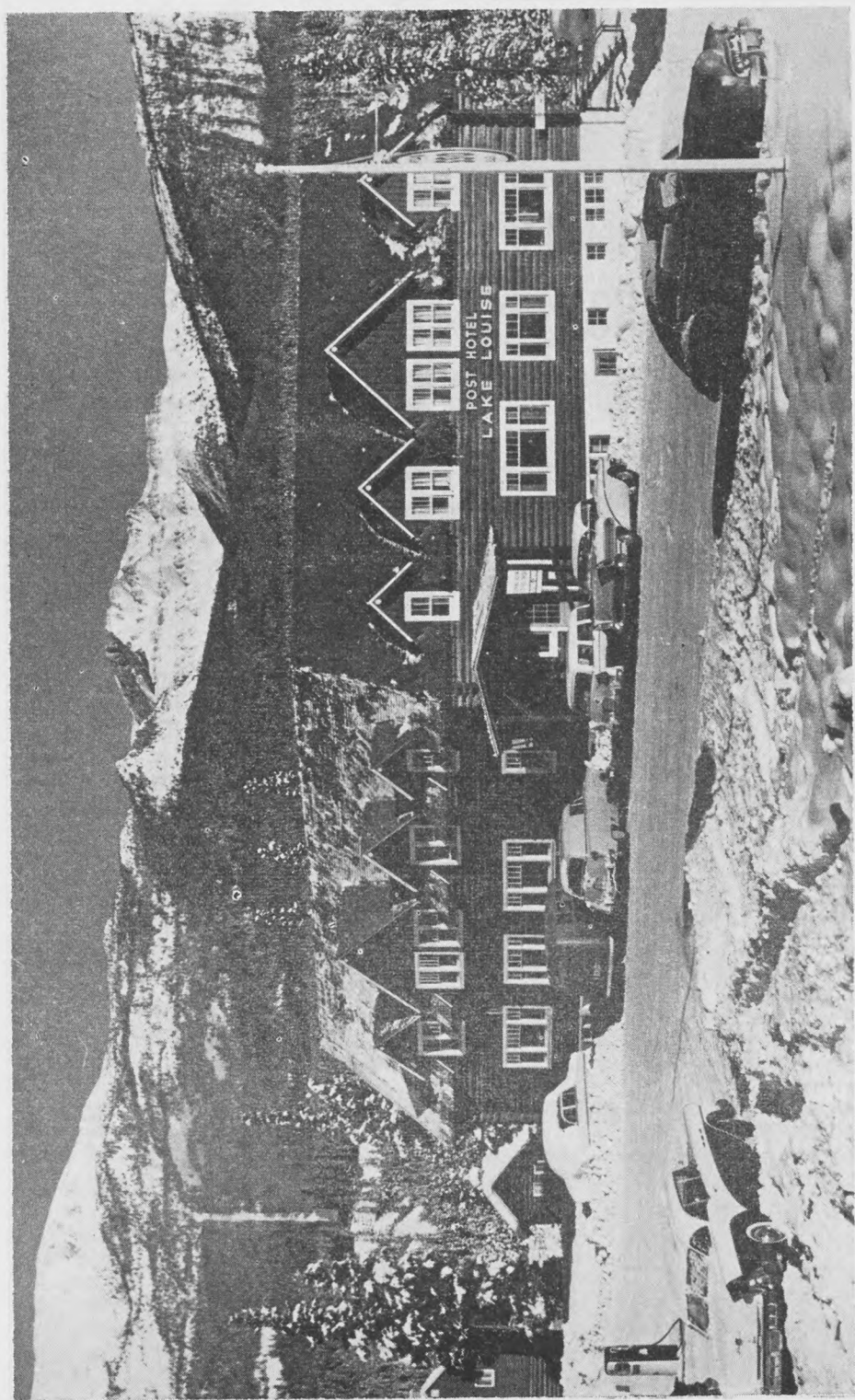
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Lake Louise Junction showing cut of new Whitehorn Sedan Lift at upper left hand.

WHITEHORN SEDAN LIFT, LAKE LOUISE

The opening of the sedan lift on Whitehorn at Lake Louise will be of great importance to skiers who spend their weekends in the mountains round Banff.

The lift is the longest continuous cable passenger lift in the world with a length of over two miles. It forms the lower section of a two-stage lift planned to go to a height of 8,654 feet near the summit of Whitehorn.

Due to its summer purpose—as a sightseeing attraction—the lift has been built right down to the level of the Trans-Canada Highway. A lift solely for skiers would have stopped short at a higher point where the steeper slopes of Whitehorn begin, and this would have reduced the cost considerably. However the present lift has the advantage for skiers that they can park their cars right beside the lower terminal, and the bus journey to a terminal higher up is thus eliminated.

The present lift starts at 5,077 feet and rises to 6,755 feet at which altitude the timber on Whitehorn is scattered. It is understood that the parks department will progressively develop ski trails below timberline on Whitehorn. For the coming season two trails, laid out by Walter Perren, will be completed. The first is purely a beginners trail and has a length of around four miles, completely avoiding steep descents. With a knowledge of the snow plough and a certain minimum of physical strength, it will be possible to enjoy this trail, and its length with the avoidance of the interruptions of getting on and off lifts frequently, will make it quite unique for beginners.

The second trail takes a more interesting line. The first mile offers first class skiing for those of moderate ability over a 100-foot wide trail. It then joins the old Five-Mile Trail from Temple Chalet for an easy half mile of

downhill, ending with a short climb of about 50 yards.

The final section follows the five-mile trail for about half the distance—a gentle downhill, and then branches off for a final descent down the side of the Pipestone Gorge, a diagonal descent on a side hill.

The skiing on this new lift will cater to those who have found the skiing at Lake Louise too difficult. It will make it convenient for families, some of whom may want easy slopes while others are accomplished skiers. The latter will still undoubtedly prefer the skiing at Temple Chalet. The exciting skiing on Whitehorn will be available when the second section of the lift is built.

For those who have been accustomed to take the bus to Temple, and then go climbing on skins, the lift offers an interesting alternative. The altitude of the intermediate terminal is the same as Temple, and the single fare is the same as the single bus fare to Temple. The climb to Eagle or Whitehorn is on easier ground from the Sedan Lift and of course there is the choice of descending either to Temple or back to the lift. This offers an interesting alternative to the bus for those going touring in the Ptarmigan area.

The restaurant planned for the upper station of the lift will be located in the part of the station which will be built to house the drive machinery for the upper section. A temporary warming room will be provided in the existing building, in which sandwiches and hot drinks may be purchased. At the lower terminal are rest rooms and a first aid room. A dining room and coffee shop are available at the nearby hotel.

The present sedan lift at Lake Louise is only the lower section of the Whitehorn lift. This in turn is only the beginning of a ski resort.

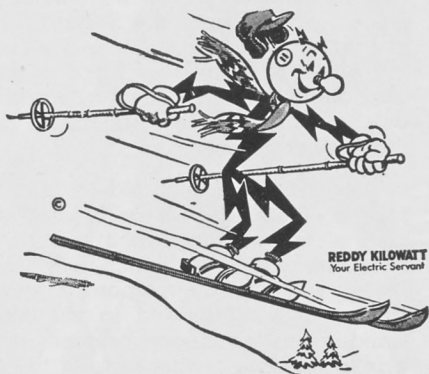
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RACING CALENDAR

- NOVEMBER 1** Standard Pin Race.
- 8** Trial Slalom (minimum 20 entries).
Midget and Juvenile ski instruction at 9:00 a.m.
Midget and Juvenile Alpine Events.
- 15** Senior Trial Slalom (Minimum 20 entries).
Midget and Juvenile ski instruction at 9:00 a.m.
Midget and Juvenile Nordic Events.
- 22** Senior Trial Slalom (minimum 20 entries).
Midget and Juvenile ski instruction at 9:00 a.m.
Midget and Juvenile Alpine Events.
- 29** Senior Trial Slalom (minimum 20 entries).
Midget and Juvenile ski instruction at 9:00 a.m.
Monthly Championships—Midgets and Juveniles.
(Medals awarded to successful competitors.)
- DECEMBER 6** Senior Standard Pin Race
Midget and Juvenile ski instruction at 9:00 a.m.
Midget and Juvenile Nordic Events.
- 13** Senior Trial Slalom.
Midget and Juvenile ski instruction at 9:00 a.m.
Midget and Juvenile Alpine Events.
- 20** Senior Standard Pin Race.
Midget and Juvenile ski instruction at 9:00 a.m.
Monthly Championships—Midgets and Juveniles.
(Medals awarded to successful competitors.)
- 26 & 27** Calgary Olympic Development Race.
Alpine Event Open Class.
C.A.S.A Western Division Sanctioned Meet.
- JANUARY 3** Senior Standard Pin Race.
Midget and Juvenile ski instruction at 9:00 a.m.
Midget and Juvenile Alpine Events.
- 9 & 10** Calgary Olympic Development Nordic Events—Open Class.
C.A.S.A Western Division Sanctioned Meet.
- 17** Senior Standard Pin Race.
Midget and Juvenile ski instruction at 9:00 a.m.
Midget and Juvenile Nordic Events.
Open Jumping Events to be held at Devon, Alberta.



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The sustained interest in this project is, in good measure, due to the high standard of instruction and we wish to thank and congratulate the instructors for their interest and help.



CALENDAR (Continued)

- 23 Alberta Junior Championships:
Alpine Events at Red Deer.
- 24 Alberta Junior Championships: Nordic Events at
Camrose.
C.A.S.A. Western Division Sanctioned Meet.
Midget and Juvenile ski instruction at 9:00 a.m.
Midget and Juvenile Alpine Events.
- 31 Inter-Provincial High School Championships.
Midget and Juvenile ski instruction at 9:00 a.m.
Midget and Juvenile Monthly Championships.
(Medals awarded to successful competitors.)
- FEBRUARY 6 & 7** University of Alberta Inter-Collegiate International
Ski Meet. C.A.S.A. Western Division Sanctioned
Meet.
Crow's Nest Pass Alpine Championship for B. & C.
Class Seniors, Juniors, Juveniles and Midgets.
C.A.S.A. Western Division Sanctioned Meet.
Four Way Invitational Ski Meet at Revelstoke, B.C.
C.A.S.A. Western Division Sanctioned Meet.
- 14 Midget and Juvenile ski instruction at 9:00 a.m.
Midget and Juvenile Nordic Events.
Senior Standard Pin Race.
- 20 & 21 Camrose Nordic Championships; C.A.S.A. Western
Division Sanctioned Meet — Open Event to be held
at Camrose.
- 21 Sir Norman Watson Downhill—Open Class.
C.A.S.A. Western Division Sanctioned Meet.
To be held at Lake Louise.
- 26, 27, 28 Canadian Junior Championships Four Way Event.
To be held at Thetford Mines, Quebec.
- 27 & 28 Edmonton Nordic Championships—Open Class. To
be held at Edmonton; C.A.S.A. Western Divi-
sion Sanctioned Meet.
- 28 C.I.S.S.A. Championships to be held at Banff.
Monthly Championships—Midgets and Juveniles.
(Medals to be awarded to successful competitors.)
- MARCH 4, 5 & 6** North American Championship: Nordic events.
C.A.S.A. Western Division Sanctioned Meet.
- 13 Midget and Juvenile ski instruction at 9:00 a.m.
Midget and Juvenile Nordic Events.
- 19 & 20 Calgary Ski Club Championships.
- 26 & 27 Juvenile and Midget four way championships.
Senior Standard Pin Race.
- APRIL 3**
- JULY 3** Akamina Giant Slalom—To be held on Mt. Custer at
Waterton Lakes, Alberta; C.A.S.A. Western Divi-
sion Sanctioned Meet. Open Class.
Barbeque to be held at Cameron Lake Grounds Sat-
urday evening prior to race. Everybody wel-
come. American ski clubs will be strongly rep-
resented at this meet.
- AUGUST 1** Victoria Glacier Giant Slalom at Lake Louise, Al-
berta—Open Class; C.A.S.A. Western Division
Sanctioned Meet.

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TO BE OR NOT TO BE A MEMBER

By George Tanase

Is that the question? Well it needn't be any more. I'm here with the answer and the Calgary Ski Club is it. If you wish to become a member of one of the best sports groups in the world—join us.

Who are we? We are a club which, in the pure dictionary definition, is "the association of persons united by some common interest, meeting periodically for co-operation and conviviality."

In my dictionary, the Calgary Ski Club is an organized group of enthusiastic skiers who have joined together with one basic idea—the further development, promotion and enjoyment of skiing for all.

If you are asking yourself such questions as "Why should I join a ski club, what will I get out of joining **this** ski club," then read this.

The answers to those questions to a certain extent depend upon your own individual attitudes and what you expect from a club but I can tell you that by joining the Calgary Ski Club you will be rewarded in many ways for the time and nominal amount of money spent. May I illustrate the ways you stand to benefit:

You will be given the opportunity to participate in a number of club activities during the year offering such advantages as:

1. Reduced rates on chair lifts and rope tows.
2. Ski instruction by qualified instructors at reduced rates.
3. Organized car pools to ski areas, eliminating much individual expense and bother.
4. Races for club trophies, standard pins and prizes.
5. Monthly meetings during the winter season offering an opportunity of meeting and talking with other interested skiers and in this way keeping abreast of current topics of interest and new developments.
6. Organized tours to out-of-town ski areas.
7. Social functions held at various times during the year enabling enthusiasts to get together both on and off the slopes.

8. Free subscription to club bulletin, "Ski News and Do's".

9. Use of Bowness lighted ski slope.

We are anxious to increase our membership this year and by so doing obtaining a large nucleus of active members who are genuinely interested in furthering the aims of our club and consequently benefitting the individual skier.

No sport has grown faster or been accepted by so many in such a short period of time and your Calgary Ski Club has contributed widely in effecting this growth. Your support is needed for furthering the growth of this sport and future success of the club is dependent upon your participation in club activities.

The answer to the question I quoted earlier is obvious: to be a member. You stand only to benefit in every regard by joining.

In closing, a hearty welcome to our new members; we'll be seeing you on the slopes.

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STANDARD PIN RACES

The initiation of standard pin races during the 1958-59 ski season was one of the most popular innovations of the year, and one of the biggest steps taken by the technical section of the Calgary Ski Club.

Patterned on similar events held in Europe and eastern Canada, the only competition involved is the time factor.

The races had many teething troubles in the initial stages. The first course planned was run by Joe Halstenson who, although an experienced skier, found he could not make one difficult turn and fell into some trees and broke a ski.

The second course used the top half of the North American and Rick's Cutback and finished on the Memorial slope. This provided faster times than on previous courses.

Originally, top competitors made several runs to try and establish a reasonably difficult standard. When it appeared the time should be set around 55 seconds, Jim Davies of Banff and Calgary made a run of 49 seconds under conditions not considered ideal. The time was then lowered to 45 seconds, which is the current time for a gold pin.

If this time is not beaten within the next year, a 50 second time may be brought into effect, which will give Jim the first gold pin.

The silver pins should be won by all the better skiers who can negotiate the turns and checks to be made during the races.

The bronze pin can be won by skiers skiing at a reasonable speed but time for falls or stops is not allowed.

The object of the race is to test the ski ability of a wide range of skiers. The competitors can judge their own skiing progress from season to season. It also allows one skier to compare his ability with the ability of many other skiers.

The technical committee considers anyone who is able to ski the chairlift can easily compete for a pin.

The popularity of the events proved

itself last season with more than 60 competitors taking part in the races.

Several times it was considered conditions were unsuitable for the race to take place and it was cancelled.

The proposed course was first examined before the snow came in 1958 and the route through the tunnel was chosen initially. This route was the subject of many complaints as skiers bent on making fast times were running too fast through the tunnel, making it potentially dangerous.

The club decided someone might be badly hurt and the course was once again re-routed, this time down the North American, across the traverse to the top of the Widowmaker, then across to the Memorial slope. This required a sharp high speed turn to remain at the top of the Widowmaker.

The final course, which will be used this winter starts at the top of the S turn on Mt. Norquay. The skier chooses his own line through the turn, down over the Rock Garden, along Rick's Cutback to the bottom of the Bowl, over the Cliff and then uses a swift descent down the Memorial Schuss to the finishing gate.

Except for starting lower down the S turn, the women race the same terrain.

Times set for the gold pin are 45 seconds for men and one minute for women. Silver, 1 minute 25 seconds for men and the same for women, and for the bronze pin, two minutes for both men and women.

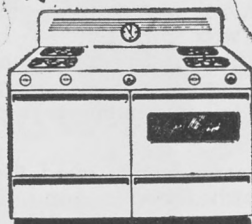
This year, these races will be held at least once a month, weather permitting, and further information and dates will be published in the CSC "News and Do's".

Winners of pins in last year's races were: Silver, Jim Davies, Dave Pogue, Denis Smith, Eric Heumer, Joe Halstenson, Gordon Sahlin, Bob Brown and Peter Wagner. Bronze: Bill Wonnacott, Bill Waslenchuck, Ernie McCullough, Scott Henderson, Wayne Henderson, Bob McConkey, Hugh Osler, Gordon Gannon, George Tanase. Ladies, silver: Lynne Becker. Bronze: Maureen Swainger, Bev Steel, Barb Brown, Vi Wyntonick and Judy Allen.



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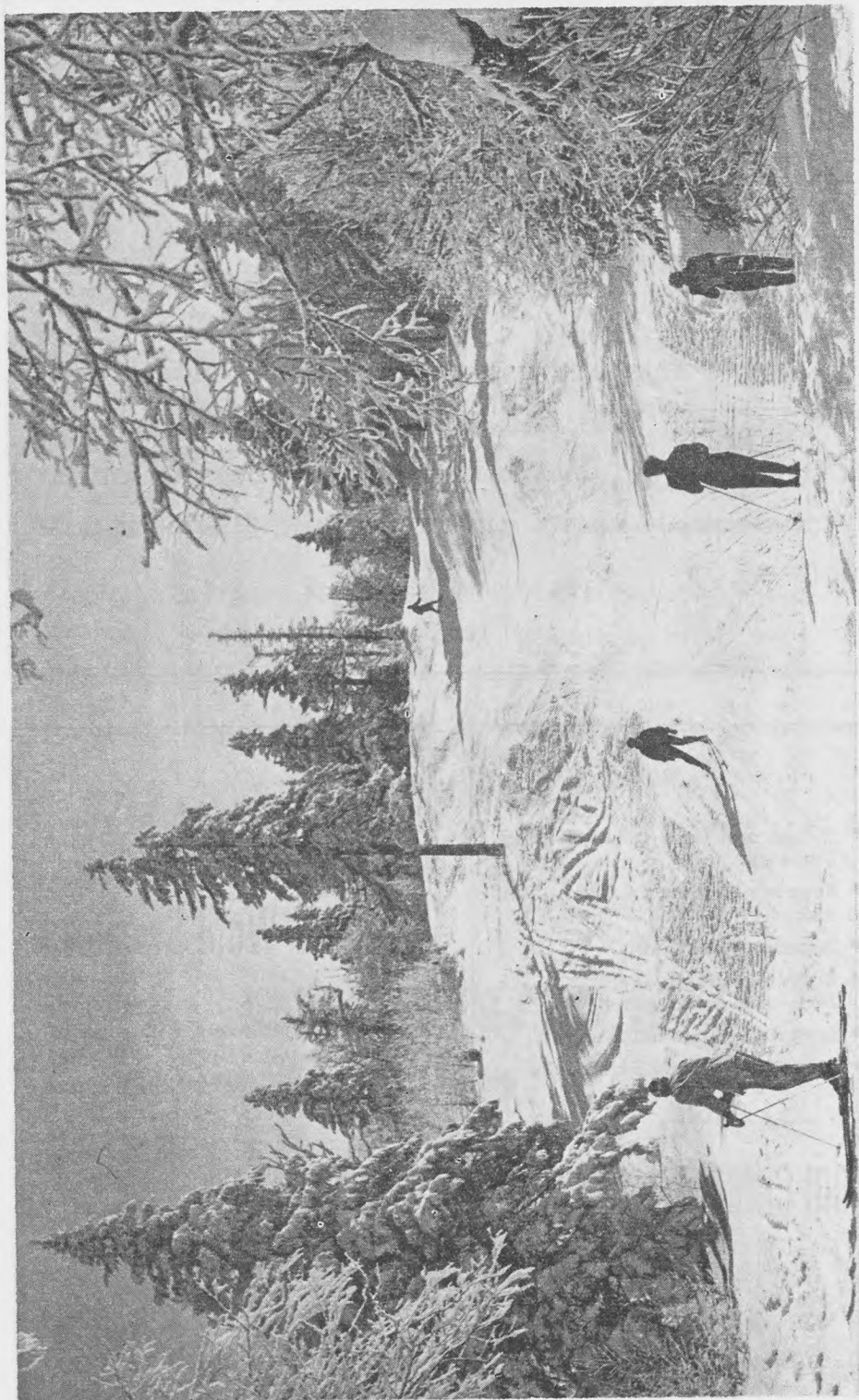
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Skating at Mont Tremblant

MONT TREMBLANT, Ski Resort of The Laurentians

By Helen Hayduk

Does skiing everyday on snow covered trails, cozy, quiet evenings centered around an open fireplace, singing lively ski songs, and dining in friendly French Canadian atmosphere appeal to you?

Does this sound too good to be true?

Believe it or not, the Laurentian ski area in Quebec is the answer to all these questions and many more.

An opportunity presented itself in late November of last year to work at Mont Tremblant in the office of the main lodge. Since I had only three days in which to decide one way or another, my good stenographer's position with a local oil company lost out, and, I was soon on my way down to the internationally famous ski playground, Mont Tremblant.

Luck was with me and I secured the job working half days in the office with the other half day to be spent on the slopes. My impression of the Laurentians had always been vague and I couldn't possibly see how one could ski on thrilling and challenging trails on such seemingly small hills. After a long ride up the chairlift and T-bar, I soon realized, on the even longer trip down, that ski lessons were in order and never again would I underestimate the versatility of the Laurentians.

Over 18 runs, about 50 miles of trails, make up the wide selection of runs at Mont Tremblant. Many a day was spent skiing for hours, never using the same trail twice. Snow conditions vary also, and, if you plan it right, you can ski

with the sun on each side of the mountain all day providing the clouds cooperate.

For truly improved skiing, "ski bumming" is the answer. Of course, it has its disadvantages but they are far outweighed by the advantages. Skiing two days per week can do a lot for one's skiing, but skiing every day can accomplish so much more. During the slack season, the instructors are anxious to keep in shape and are glad to give free ski lessons to keen and eager employees of Mont Tremblant. I gladly took advantage of this and was taking lessons whenever I desired.

With the lift closed down for night time, a new set of events came into view. There is always something to do at ski resort, from gluhwein and fondue parties around an open fireplace, dancing, long walks in the evenings, movies, to writing letters back home to families and friends.

Unfortunately, the latter seems to get pushed into the background when many wonderful hours are spent singing songs in front of a crackling fire. The topic of skiing reigns supreme, at the breakfast, lunch and dinner table, lift lineup, ski shop, and even in the lodge during working hours. From these hours of lengthy discussion I absorbed many valuable hints to help my skiing.

The ski season doesn't officially start until Dec. 15 and ends approximately April 15. Snow conditions actually warrant an earlier opening but the lodges have kept to these dates in the



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<i>Race</i>		<i>Trophy</i>
WOMEN—SENIOR	Downhill	<i>Crescent Jewellery</i>
	Slalom	<i>Calgary Herald</i>
	Combined	<i>Quaker Coffee Shop</i>
MEN—SENIOR "A"	Downhill	<i>Russell Sporting Goods</i>
	Slalom	<i>Clair J. Cote Sr.</i>
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	Cross-Country	<i>Gresvig</i>
SENIOR "B"	Downhill	<i>Premier Cycle and Sports</i>
	Slalom	<i>Lea Trimble</i>
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JUNIOR	Downhill	<i>J. Vair Anderson</i>
	Slalom	<i>Clair J. Cote Sr.</i>
	Combined	<i>J. Vair Anderson</i>
JUVENILE	Four-way Combined	<i>The Albertan</i>
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past. Christmas is pushed into the background as everyone is anxious to make good use of the holidays by taking advantage of the excellent skiing.

When I arrived at Mont Tremblant, I had a few serious adjustments to make. First, I left in Calgary a big, roomy bedroom which I had to myself and at Mont Tremblant, another girl and I shared a small room in a two-storey cottage housing seven other girls. Interesting things to do made up for the lack of privacy. Secondly, it was hard to meet so many new people, but everyone is in the same position, so genuine and casual friendships were easily made.

The meals are eaten in a staff dining room along with the instructors. Tasty, well-prepared meals were served and eagerly eaten with an eye on the lift lineup and snow conditions. In spite of this, nearly once a week we would eat at quaint French Canadian clubs. The cozy, warm, chalet-type structures, nestled in the deep snow drifts look like advertisements from a travel poster from Switzerland. The interiors have an even more cozy atmosphere.

Checkered tablecloths, candlelight, soft piano music, excellent French

Canadian dishes served with delightful French wine added up to a most enjoyable evening where relaxed atmosphere seems to be the keynote of the Laurentians.

Mont Tremblant has every facility imaginable for skiers, including a well stocked ski shop, a large shop that carries ski and after ski clothes both for men and women, called La Boutique which is similar to the one in Calgary, souvenir shop, church, hospital and even an excellent beauty salon.

Should you desire to go into town for other reasons, there is Mont Tremblant Village, three miles distant, and Ste. Jovite, seven miles away. These towns were visited only about once a month by us since our needs were very few.

My memories are many but why not try it for yourself and see what a wonderful way it is to spend a winter. Montreal is only 90 miles or two hours away from Mont Tremblant, and, trips on weekends were refreshing highlights during the winter. There are numerous other ski developments in the surrounding area and often on my day off, a group of us would head for one of the many other resorts.

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Editor, Ski Newspaper



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Tour Director

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THE 1959 - '60 COUNCIL OF THE CALGARY SKI CLUB

★

THE CALGARY SKI CLUB

FINANCIAL STATEMENT

For Fiscal Year Ending May 31, 1959

Cash on hand May 31, 1958 \$2,104.82

Receipts:

Revenue, Fashion Show	\$140.50	
Revenue, Ski Paper	301.10	
Revenue, Western Can. Ski Championship	302.60	
Revenue, Meetings	101.80	
Revenue, Advertising Ski Annual	977.05	
Revenue, Dances, Social Functions	953.30	
Sale of Memberships	2,025.00	
Refund re electrical installation at Bowness Ski Hill	999.30	
	<hr/>	\$5,800.65 7,905.47

Disbursements:

Fashion Show, Rent of Hall and Advertising	\$140.80	
Donations	200.00	
Rent	150.00	
Printing of Ski News Paper	730.08	
Printing of Ski Annual	779.95	
Operating Expense on Bowness Hill	47.62	
Western Canadian Ski Championships Operating Expenses	1,023.07	
Club Meetings	342.45	
Advertising and Stationery for Sale of Memberships	133.85	
Race Events and Trophies	654.85	
Ski Instructions at Mount Norquay for Beginners	35.00	
Social Functions	1,428.64	
General and Administrative Expense	188.15	
	<hr/>	\$5,854.46

Cash on Hand May 31, 1959 \$2,051.01

Submitted by W. F. van MOTMAN, Treasurer.

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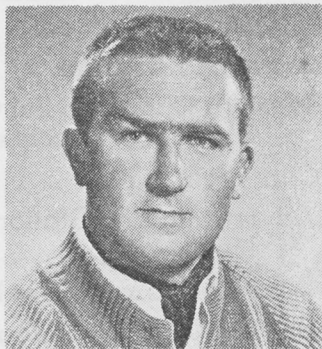


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BANFF CHAIRLIFT

Here, we present a brief history of the Mount Norquay chairlift, now entering its 11th season of operation:

The lift was erected in 1948, at a cost of \$150,000. It was powered by a gasoline motor. The lower ramp was just a dirt fill, without access stairs or safety railing. The upper terminal included a timber deck. There also were two rope tows, powered by aging gasoline motors.

The next year, electric power was brought up the mountain by cutting a timber slash almost two miles long. Three electric motors were installed to replace the gas motor, although the gas units were available for emergency use.

The three motors, one single winding at 40 horsepower, and one double winding producing 30 horsepower and one 60 horsepower are connected through a shaft direct to the "V" belt drive of the chairlift. This arrangement eliminated the use of a clutch for changing speed. A clutch always offers a risk of a runaway lift should it for any reason fail, or burn out. So the outcome of the change to electrical power is faster and safer stops, sure and positive slows for old people and children, smoother starts and general all round improvement in quality of operation.

Early in 1950 it became apparent that, as far as winter business was concerned, to make money would be a miracle, to break even would be fortunate. During the year the sheep track to the view point at the upper terminal was changed to a seven-foot-wide walk and the original Memorial Cabin at the top of the downhill was surrounded by a platform and stairways.

Later in the year the lower terminal ramp was installed. The new ramp with a rock retaining wall of over 1,200 river boulders, extended the loading length from 25 to 50 feet.

After the ramp came a new Memorial Tow—a single rope, 800 feet, complete electrification, automatic stops, graded track, and an elaborate building design.

During 1951 the upper terminal ramp was completed, and the basic walls erected for the new Upper Terminal.

The ramp was a much greater project than that of the previous year, but in the interest of public safety and satisfaction it was deemed necessary.

All materials had to be hauled on the chairs to the lift. A cubic yard of gravel worth \$3.50 at the lower terminal developed to a cost of \$7.50 by the time location had been reached. River boulders carelessly dumped at lower levels, became items costing 20c to 30c each at the new ramp. It is easy, therefore, to realize that with retaining walls involving the use of 9,000 such boulders and 350 cubic yards of concrete, the final cost reached a total of \$25,000. No excavation or backfill machinery could be used on the steep 40 degree slope at the site, and as the meagre subsoil was removed and limestone struck, it became an arduous, heavy carrying, dragging of heavy rock to cut-for-space, fill-for-space, always aiming for more and more space; for flat space on a steep slope means comfort, safety, general relaxation and well-being. From an original area of 680 square feet was developed the present space of 2,800 square feet.

The log and shiplap terminal continued to fill its assignment of keeping snow and ice from the terminal mechanism, however the site can be subject to avalanche and it was thought advisable to ensure absolute uninterrupted operation by erecting a building capable of withstanding any possible snowslide. The design was made, work carried out to the second flooring level during 1951.

This flooring acted as protection during the winter of 1951-1952.

The year 1952 saw the Upper Terminal shell completed to the roof, and the initial steps taken for the provision of rest rooms and warming facilities at the Upper Terminal level. Since the Upper Terminal Tea Room is basically to protect the upper terminal mechanism from avalanche damage, the roof is designed to give free travel of snow across it and to withstand a snow load of 200 pounds per square foot (against normal 40 pounds).

The original chairlift main cable had now been in use for four years and showing little sign of wear. Cables

employed for this type of work are normally used for a period of seven years minimum. In the interest of public safety our cable was changed this year, the old cable being shipped for use in the oil fields where, for all we know, it is still doing a job.

The 1953 summer program was comparatively quiet.

Overpass stairways were installed on the front of the upper terminal and guard rails completed over the entire area.

It will be noted that the chairlift arrangement is such as to require passengers to cross the chairlane to reboard the chairs. The same situation would occur whether the rotation was clockwise or anti-clockwise. To relieve congestion, and avoid disturbance amateur photographers on the ramp stairways, the second (overpass) set of stairways were completed ahead of necessity. From this time on all passengers used either one set of stairs or the other with the exception of old people, wheel chairs, etc. This year also saw the shell of the new upper attendants booth brought close to a finished product.

In 1954, it was time to apply effort to the lower level buildings, and especially the Mount Norquay Lodge. The heat register arrangement had been changed during the Spring of a previous year, but firing was still by coal. Work began by raising the Lodge two feet, the building is 110 feet long by 44 feet at the widest point, concrete footings were poured and block walls built and the Lodge lowered to give a finished height at about one foot greater than before . . . and now the building was level. Automatic forced air furnaces replaced the gravity system, and propane firing was introduced to take care of these and other items such as kitchen ranges, coffee urns, etc. Hot and cold water systems were installed and staff rest room facilities. For instance there are two furnaces, one is booster for the other in case of emergency or extreme temperatures. The hot water system has two coils to make absolutely sure of keeping ahead of demands during the peak periods.

Later in the year the heating of the lower terminal and northern tow was considered. At below zero temperatures electric motors should be warmed before

starting to avoid damage and heavy power loads being suddenly imposed. To avoid any delay for skiers on cold mornings automatic heating was installed in the chairlift engine room and the northern tow; propane fired in the former and electrical in the latter.

The 1955 investment was reduced to the erection of safety nets at both terminals and the completion of a stand and desk for a commercial photographer.

This year, the organization has made a number of improvements. The lunch room at the upper terminal will be completed by the time skiing is available. There will be no kitchen, but 15 vending machines to handle the needs of hungry skiers. The lower lunch room, in the basement of the lodge, is being enlarged and will be for the use of Calgary Ski Club members. A waxing room has been erected in front of the lower terminal. Some 30 truck loads of rocks have been removed from the slopes. Another new feature: New benches have been installed to allow lodge spectators to sit and look out the front windows.

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Ski Social Events

To give everyone a view to the future regarding social events which will provide merriment and pleasure for all during the coming winter we are presenting a short resume of planned activities.

The fun will start with the Hallowe'en Masquerade at the Bowness Golf Club, Friday, October 30.

On Tuesday, Dec. 1, the Club will present the annual Fashion Parade. This year it will be at the Jubilee Auditorium social room. In addition to the latest in ski togs, those who attend will have a chance to look at the newest in ski equipment.

As the season moves into high gear, your social committee has planned a St. Valentine's party at the Bowness Golf Club. Friday, February 12th is the date. Again, there will be bar facilities and prizes.

Weather permitting, there will be a Gluhwein and skating party at Johnson's Lake, March 5.

The annual awards banquet will wind up the season April 12 at the Palliser Hotel. It again will be in the form of a supper dance.

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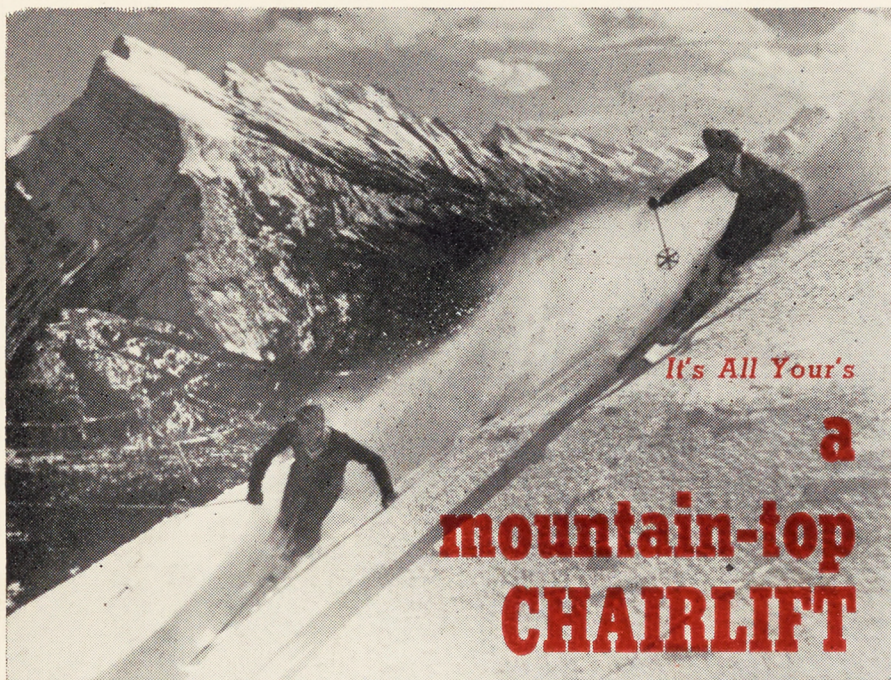
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